

No. 9378 號八十七百三千九第 日五十月二十年三十緒光 HONGKONG, FRIDAY, JANUARY 27TH, 1888. 五拜禮 號七十二月正英港香 PRICE \$2 PER MONTH

INTIMATIONS.	BANKS.	INTIMATIONS.	AUCTION.	NOTICES TO CO-SIGNERS.	NEW ADVERTISEMENTS.
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## INFORMATION.

**BANKS**

## INTIMATIONS.

## AUCTION:

## NOTICES TO-CONSIGNEES.

## NEW ADVERTISEMENTS

[8] Hongkong, 27th January, 1883. Agent.







VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	CAPTAIN.	AT	FOR WREIGHT, AGENCY &c.
LONDON, &c., VIA SUEZ CANAL.	Peshawar (str.)	W. A. Wheeler	Hongkong	P. & O. S. N. Co.
LONDON, VIA SUEZ CANAL.	Agraeonion (str.)	Wilding	Hongkong	Butterfield & Swire
LONDON AND HAMBURG	The Tiger (Rugr.)	C. Meyer	Hongkong	Antaloff, Kurlberg & Co.
LONDON AND HAMBURG	De Vries (str.)	Van Slogteren	Hongkong	Pruss & Co.
LONDON DIRECT	Amal Taylor		Hongkong	Carlowitz & Co.
HAYRE AND LONDON	Maniarone	E. Villa	Hongkong	Carlowitz & Co.
MARSEILLES VIA SAGON, &c.	Sindh (str.)			Massachusetts Maritimes
BREMEN, ROTTERDAM, &c.	De Vries (str.)	H. Solak		Massachusetts Maritimes
VANCOUVER B.C., VIA VOOBUNG	Batavia (str.)			Amason, Hall & Co.
GENOVA VIA HOMBAY, &c.	Stura (str.)	Da Marchi	Hongkong	Carlowitz & Co.
SAN FRANCISCO VIA YAMA.	City of Sydney (str.)			P. & O. S. N. Co.
SAN FRANCISCO VIA HANG.	Sacramento (str.)			Russell & Co.
SAN FRANCISCO	Baudiziers	Ahrens	Hongkong	Carlowitz & Co.
NEW YORK	John M. Blakie	Faulkner	Hongkong	Carlowitz & Co.
NEW YORK	Hattie N. Bangs	P. S. Bangs	Hongkong	Carlowitz & Co.
NEW YORK	Penelope	Shannon	Hongkong	Russell & Co.
SYDNEY, MELBOURNE, &c.	Guthrie (str.)	Shannon	Hongkong	Russell & Co.
BATAVIA, SAMARANG, &c.	Borneo (str.)	Wilkes	Hongkong	Jardine, Matheson & Co.
HOMBAY VIA STRAITS	Kushgar (str.)			P. & O. S. N. Co.
HOMBAY VIA STRAITS	Sacramento (str.)	Johnson	Hongkong	P. & O. S. N. Co.
CALCUTTA VIA STRAITS	Patna (str.)	A. Sanders	Hongkong	David Sassoon, Sons & Co.
YOKOHAMA VIA NAGASAKI, &c.	Tuheran (str.)		Hongkong	P. & O. S. N. Co.
YOKOHAMA AND HTOGO	Cassandra (str.)	Bokrens	Hongkong	Stimson & Co.
YOKOHAMA AND KOBE				Stimson & Co.
YOKOHAMA, KOBE, &c.	General Wende (str.)	W. von Schukmann		Mathew & Co.
NAGASAKI	Norden (str.)	Nielson		Mitsui Bussan Kaisha.
STANGHAI VIA AMOY	Onasas (str.)	Hutchison	Hongkong	Butterfield & Swire
SHANGHAI	Beihai (str.)		Hongkong	P. & O. S. N. Co.
SHANGHAI	Braunschweig (str.)	H. Bolckow		Molchers & Co.
SWATOW, AMOY, & TAMSUI	Formosa (str.)	Hall	Hongkong	Douglas, Lapsack & Co.

Delegates undertake to submit to their respective Governments the proposals in which they have concurred for the practical solution of the question, and those proposals are embodied in a convention which will be signed by plenipotentiaries from all countries who will inform His Majesty's Government before the last of March next whether they accept the proposals in principle, and in what respects they will furnish them with more or less modifications than they put forth in practice. When this has been done the Conference will re-assemble to consider the results obtained and to exchange the necessary ratifications.

The April has been fixed as the date for the re-assembling of the Conference. Both the protocol and convention are explicit and decisive in their terms, and leave no room for doubt or hesita-

tion. It is true that some of the proposals appear less or more important at different years. But against this must be set off the effect of boundaries changing themselves from day to day, and the fact that the countries which are most interested in the whole field of interest find it imperative to make immediate effort of this kind, and to do so in the long run turn out to be of far greater importance than the branches which are less important.

YOKOHAMA.

According to the Convention which will remove the heavy tax levied by the Congo Coast Okura, it will cost at least 19,000 francs.

The new iron bridge from zone-beati at Sataung Gzong has now been completed. It was designed by engineer and Mr. Selkirk employed by Messrs. Thakur who constructed the same from the Kachro were heavily weighted, and are being used as a bridge over the river. The weight of truck, about fifteen tons, and weight in the centre quarter of an inch, highly satisfactory. This bridge open for traffic in a day.

## THE RISE IN METALS.

One of the syndicates who have forced the price of copper lower.—The steel in Copper is just as important as the steel in iron, and is produced by three causes, viz.:—1. Supply and demand. 2. Accident of the closing of Hecla and Calumet Mines; 3. Speculation by the syndicate and the public. The visible stocks are nearly two hundred thousand tons, and the hidden stocks are leaving now a total stock of about forty thousand tons against a demand of about thirty thousand tons a month. Assuming that the present value will bring forward an increase of 10 per cent, the hidden stocks will be sufficient to supply the deficiency of the year now ending will not be a deficiency again in twelve months time. This still remains the important factor of the fall in the supply of the Hecla and Calumet Mines. The hidden stocks are about 100,000 tons, and these pure Copper per annum! Suppose, therefore, that this unfortunate mine produces during next year half its usual output, we are sure to have a certainty this time next year a fall of 10 per cent. The hidden stocks are about 100,000 tons, and these pure Copper per annum! Suppose, therefore, that this unfortunate mine produces during next year half its usual output, we are sure to have a certainty this time next year a fall of 10 per cent. The hidden stocks are about 100,000 tons, and these pure Copper per annum! Suppose, therefore, that this unfortunate mine produces during next year half its usual output, we are sure to have a certainty this time next year a fall of 10 per cent.

MINING ENTERPRISE IN CHINA.

[illegible]

## THE SUGAR BOUNTIES CONFERENCE.

It is with the utmost satisfaction that report this morning (says the *Times* of the 2 December) that the International Conference on Sugar Bounties which has lately been sitting at the Foreign Office under the Presidency of Baron de Worms has signed a protocol which decisively condemns the whole system of bounty. The Delegates report that a system of manufacturing and refining sugar is the only way in which bounty can be avoided, and that Belgium, without exception, condemns the principle of bounties, and the Delegates recommend their Governments to legislate for their removal, Belgium alone being unwilling to accept the particular solution offered of manufacturing and refining in bond. In accordance with the protocol

## VESSELS ON THE BERTH

premium, 1000.  
Chinese Imperial Loan of 1884 £—34 per cent.  
premium, 1000.  
Chinese Imperial Loan, 1886 £—9 per cent  
premium, 1000.

**HONGKONG TEMPERATURE.**  
(FROM HARRIS, FALCONER & CO'S HONGKONG.)  
January 20th.

Barometer—9 A.M.	30.29
Do—12 Do	30.18
Do—3 P.M.	30.15
Thermometer—9 A.M.	60
Do—12 Do	63
Do—3 P.M.	62
Thermometer—1 P.M. (Wet bulb)	52
Do—3 Do	52
Thermometer—9 A.M. (Wet bulb)	58
Do—12 Do	57
Do—3 P.M.	57
Thermometer—1 P.M. (Wet bulb)	47
Do—3 Do	47
Thermometer—1 P.M. (Wet bulb)	47
Do—3 Do	47
Thermometer—Minimum (Clear night)	40

SINGAPORE, PENANG, COLOMBO,  
ADEN, SUETZ, PORT SAID, MAITTA,  
MARSEILLES, GIBRALTAR, BRINDISI,  
ANCONA, VENICE, TRIESTE, PLY-  
MOUTH AND LONDON;  
ALSO,  
BOMBAY, MADRAS, CALCUTTA, AU-  
STRALIA.  
N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FROM BANGALORE, PERSE-  
POLIS, GUZ, PORT, MARSEILLES, TRIESTE, HA-  
SSE, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
WILLIAM PATER, Captain WILLIAM  
PATER, will sail on 11th inst.

## CHINA COAST METEOROLOGICAL REGISTER.

[illegible]

## METEOROLOGICAL REGISTER.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer .....	30.00	30.27	30.16
Temperature .....	63	59	61
Humidity .....	72	78	71
Direction .....	W.	N. by E.	E. by S.
Force of wind .....	3	0	0
Weather .....	b.	c.	c.
Rain .....			

1.—Lowest barometer at 29 degrees. Föhnwind noticed.  
 The level of the sea is raised, tundra and hummocks.  
 2.—Tundra-crests in the shade in degrees Fahrenheit.  
 3.—Change in percentage of humidity, the humidity of air; structure with moisture being 100.  
 4.—Change in direction of wind, the wind is from the  
 5.—Force on the West according to Beaufort Scale.  
 6.—Dryness of the Wiggins; 3, then 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.  
 7.—Direction of wind, the wind is from the  
 8.—Force on the West according to Beaufort Scale.  
 9.—Dryness of the Wiggins; 3, then 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.  
 10.—Dryness in inches, tundra and hummocks.

J. W. DOBERCK

U. S. Government Observatory, 26th January, 1963.

—VESSELS ON THE BERTH.

THE "BEN" LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.  
THE British Steamer

"BENALDER,"  
Captain Thomson, will be despatched as above  
on or about the 27th instant.  
For Freight or Passage, apply to  
GIEB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 26th January, 1888. 1185

OCEAN STEAMSHIP COMPANY.

FOR LONDON via SUEZ CANAL.  
THE Company's Steamship

"AGAMEMNON,"  
Captain Willdng, will be despatched as above  
TO-MORROW, the 28th inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 23rd January, 1888. 1252

OCEAN STEAMSHIP COMPANY.

(Taking Cargo and Passengers at through rates for Ningpo, Chefoo, Newchwang, Tientsin.

**T** HANKOW, and Ports on the YANGTZE).  
THE Company's Steamship

**"ORESTES."**  
Captain Hutchison, will be dispatched as above  
on **SUNDAY**, the 29th inst.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE, Agents.**  
Hongkong, 20th January, 1888. [195

**NORDDEUTSCHER LLOYD.**

**NOTICE.**

**STEAM TO YOKOHAMA, KOBE, AND  
NAGASAKI.**  
(Passing through the INLAND SEA).  
**T**HE Company's Steamship

**"GENERAL WELDER."**  
Captain W. von Schukmann, will leave for the  
above Ports on or about the 28th inst.  
For Further Particulars, apply to  
**MEYERSON & CO.,  
Agents.**

FOR NAGASAKI.  
THE Norwegian Steamer

**"NORDEN."**

Captain Nielson, will be despatched as above on or about the 30th instant.

For Freight apply to the Undersigned  
FOR THE MITSUI BUREAU KAMBARA,  
Y. FUKUHARA.

Hongkong, 23rd January, 1888. 1200

**NETHERLANDS INDIA STEAM NAVI-  
GATION COMPANY.**

FOR BATAVIA, SAMARANG, AND  
SOERABAYA, VIA SAIGON, AND  
SINGAPORE.

**T**he Company's Steamship

**"BORNEO."**

Captain Wilkens, will be despatched as above on or about the 31st instant.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 23rd January, 1888. 1204

**INDO-CHINA STEAM NAVIGATION**

FOR SINGAPORE, PENANG, AND  
ALCUTTA

**THE Company's Steamship**

**"KUTSANG,"**  
Captain Jackson, will be despatched as above  
on **WEDNESDAY**, the 1st February, at  
12.15 P.M.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
General Managers.  
Hongkong, 25th January, 1888. [216]

**STEAM TO YOKOHEAMA, VIA NAGA-  
SAKI, AND KOBE.**  
(Passing through the INLAND SEA).  
**THE P. & O. S. N. Co.'s Steamship**

**"TEHERAN"**  
will leave for the above places on **FRIDAY**,  
the 3rd February, at **DAYLIGHT**.  
**E. L. WOODIN,**  
Superintendent.  
Hongkong, 21st January, 1888. [1]

**FOR SAN FRANCISCO.**  
**THE 100 A. J. British Bark**

Ahrens, Master, will load for the above Port,  
and will have quick despatch.

For Freight, apply to  
**RUSSELL & Co.**  
 Hongkong, 22nd October 1887. 148

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**FOB NEW YORK**  
 THE S/S L. A. British Ship

**"JOHN M. BLAIKIE,"**  
 Captain Faulkner will load for the above Port,  
 and will have quick despatch.  
 -For Freight, apply to  
**CARLOWITZ & Co.**  
 Hongkong, 7th November 1887. 49



## VESSELS ON THE BERTH.

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTERPE, BREMEN, AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND AEGEAN PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, AND PHILADELPHIA.

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON MONDAY, the 20th day of February, 1888, will be the Company's Steamship "PRINCESS OF WELLS" Captain H. Bodeker, with MAILS, PASSENGERS, SPECIE, and CARGO will leave this Port at noon, calling at GENOA.

Shipping Orders will be granted till noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 19th of February, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For Further Particulars apply to MEYER & CO., Agents.

Hongkong, 23rd January, 1888.

FOR LONDON AND HAMBURG.

THE 3/1 L.I. German Ship.

THE "THEODOR RUGER".

C. Meyer, Master, will leave here for the above Port, and will have quick dispatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 19th January, 1888.

FOR HAVRE AND LONDON.

THE "AT FRESH BARQUE".

E. Vialla, Master, will leave here for the above Port, and will have quick dispatch.

For Freight, apply to MEYER & CO., Agents.

Hongkong, 14th December, 1887.

FOR LONDON AND HAMBURG.

THE 3/1 L.I. Norwegian bark.

"DROT".

Jon. Soren, Master, will leave here for the above Port, and will have quick dispatch.

For Freight, apply to PUSTAU & Co., Agents.

Hongkong, 10th December, 1887.

FOR NEW YORK.

THE 3/1 A.I. American Ship.

"HATTIE N. BANGS".

F. S. Bangs, Master, will leave here for the above Port, and will have quick dispatch.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 24th December, 1887.

## WINTER TIME TABLE.

## THE ROWLTON FERRY.

## STEAM-LAUNCH.

Runs Daily except on Friday and Sunday, and on the 17th October, 1887.

Time Table will take effect from the 17th October, 1887.

WEEK DAYS. SUNDAYS.

Leaves Hongkong 5.00 A.M. 7.00 A.M. 9.00 A.M. 11.00 A.M. 1.00 P.M. 3.00 P.M. 5.00 P.M. 7.00 P.M. 9.00 P.M. 11.00 P.M.

Leaves Kowloon 5.10 A.M. 7.10 A.M. 9.10 A.M. 11.10 A.M. 1.10 P.M. 3.10 P.M. 5.10 P.M. 7.10 P.M. 9.10 P.M. 11.10 P.M.

Leaves Kowloon 5.20 A.M. 7.20 A.M. 9.20 A.M. 11.20 A.M. 1.20 P.M. 3.20 P.M. 5.20 P.M. 7.20 P.M. 9.20 P.M. 11.20 P.M.

Leaves Kowloon 5.30 A.M. 7.30 A.M. 9.30 A.M. 11.30 A.M. 1.30 P.M. 3.30 P.M. 5.30 P.M. 7.30 P.M. 9.30 P.M. 11.30 P.M.

Leaves Kowloon 5.40 A.M. 7.40 A.M. 9.40 A.M. 11.40 A.M. 1.40 P.M. 3.40 P.M. 5.40 P.M. 7.40 P.M. 9.40 P.M. 11.40 P.M.

Leaves Kowloon 5.50 A.M. 7.50 A.M. 9.50 A.M. 11.50 A.M. 1.50 P.M. 3.50 P.M. 5.50 P.M. 7.50 P.M. 9.50 P.M. 11.50 P.M.

Leaves Kowloon 6.00 A.M. 8.00 A.M. 10.00 A.M. 12.00 P.M. 2.00 P.M. 4.00 P.M. 6.00 P.M. 8.00 P.M. 10.00 P.M. 12.00 P.M.

Leaves Kowloon 6.10 A.M. 8.10 A.M. 10.10 A.M. 12.10 P.M. 2.10 P.M. 4.10 P.M. 6.10 P.M. 8.10 P.M. 10.10 P.M. 12.10 P.M.

Leaves Kowloon 6.20 A.M. 8.20 A.M. 10.20 A.M. 12.20 P.M. 2.20 P.M. 4.20 P.M. 6.20 P.M. 8.20 P.M. 10.20 P.M. 12.20 P.M.

Leaves Kowloon 6.30 A.M. 8.30 A.M. 10.30 A.M. 12.30 P.M. 2.30 P.M. 4.30 P.M. 6.30 P.M. 8.30 P.M. 10.30 P.M. 12.30 P.M.

Leaves Kowloon 6.40 A.M. 8.40 A.M. 10.40 A.M. 12.40 P.M. 2.40 P.M. 4.40 P.M. 6.40 P.M. 8.40 P.M. 10.40 P.M. 12.40 P.M.

Leaves Kowloon 6.50 A.M. 8.50 A.M. 10.50 A.M. 12.50 P.M. 2.50 P.M. 4.50 P.M. 6.50 P.M. 8.50 P.M. 10.50 P.M. 12.50 P.M.

Leaves Kowloon 7.00 A.M. 9.00 A.M. 11.00 A.M. 1.00 P.M. 3.00 P.M. 5.00 P.M. 7.00 P.M. 9.00 P.M. 11.00 P.M. 1.00 P.M.

Leaves Kowloon 7.10 A.M. 9.10 A.M. 11.10 A.M. 1.10 P.M. 3.10 P.M. 5.10 P.M. 7.10 P.M. 9.10 P.M. 11.10 P.M. 1.10 P.M.

Leaves Kowloon 7.20 A.M. 9.20 A.M. 11.20 A.M. 1.20 P.M. 3.20 P.M. 5.20 P.M. 7.20 P.M. 9.20 P.M. 11.20 P.M. 1.20 P.M.

Leaves Kowloon 7.30 A.M. 9.30 A.M. 11.30 A.M. 1.30 P.M. 3.30 P.M. 5.30 P.M. 7.30 P.M. 9.30 P.M. 11.30 P.M. 1.30 P.M.

Leaves Kowloon 7.40 A.M. 9.40 A.M. 11.40 A.M. 1.40 P.M. 3.40 P.M. 5.40 P.M. 7.40 P.M. 9.40 P.M. 11.40 P.M. 1.40 P.M.

Leaves Kowloon 7.50 A.M. 9.50 A.M. 11.50 A.M. 1.50 P.M. 3.50 P.M. 5.50 P.M. 7.50 P.M. 9.50 P.M. 11.50 P.M. 1.50 P.M.

Leaves Kowloon 8.00 A.M. 10.00 A.M. 12.00 P.M. 2.00 P.M. 4.00 P.M. 6.00 P.M. 8.00 P.M. 10.00 P.M. 12.00 P.M. 2.00 P.M.

Leaves Kowloon 8.10 A.M. 10.10 A.M. 12.10 P.M. 2.10 P.M. 4.10 P.M. 6.10 P.M. 8.10 P.M. 10.10 P.M. 12.10 P.M. 2.10 P.M.

Leaves Kowloon 8.20 A.M. 10.20 A.M. 12.20 P.M. 2.20 P.M. 4.20 P.M. 6.20 P.M. 8.20 P.M. 10.20 P.M. 12.20 P.M. 2.20 P.M.

Leaves Kowloon 8.30 A.M. 10.30 A.M. 12.30 P.M. 2.30 P.M. 4.30 P.M. 6.30 P.M. 8.30 P.M. 10.30 P.M. 12.30 P.M. 2.30 P.M.

Leaves Kowloon 8.40 A.M. 10.40 A.M. 12.40 P.M. 2.40 P.M. 4.40 P.M. 6.40 P.M. 8.40 P.M. 10.40 P.M. 12.40 P.M. 2.40 P.M.

Leaves Kowloon 8.50 A.M. 10.50 A.M. 12.50 P.M. 2.50 P.M. 4.50 P.M. 6.50 P.M. 8.50 P.M. 10.50 P.M. 12.50 P.M. 2.50 P.M.

Leaves Kowloon 9.00 A.M. 11.00 A.M. 1.00 P.M. 3.00 P.M. 5.00 P.M. 7.00 P.M. 9.00 P.M. 11.00 P.M. 1.00 P.M. 3.00 P.M.

Leaves Kowloon 9.10 A.M. 11.10 A.M. 1.10 P.M. 3.10 P.M. 5.10 P.M. 7.10 P.M. 9.10 P.M. 11.10 P.M. 1.10 P.M. 3.10 P.M.

Leaves Kowloon 9.20 A.M. 11.20 A.M. 1.20 P.M. 3.20 P.M. 5.20 P.M. 7.20 P.M. 9.20 P.M. 11.20 P.M. 1.20 P.M. 3.20 P.M.

Leaves Kowloon 9.30 A.M. 11.30 A.M. 1.30 P.M. 3.30 P.M. 5.30 P.M. 7.30 P.M. 9.30 P.M. 11.30 P.M. 1.30 P.M. 3.30 P.M.

Leaves Kowloon 9.40 A.M. 11.40 A.M. 1.40 P.M. 3.40 P.M. 5.40 P.M. 7.40 P.M. 9.40 P.M. 11.40 P.M. 1.40 P.M. 3.40 P.M.

Leaves Kowloon 9.50 A.M. 11.50 A.M. 1.50 P.M. 3.50 P.M. 5.50 P.M. 7.50 P.M. 9.50 P.M. 11.50 P.M. 1.50 P.M. 3.50 P.M.

Leaves Kowloon 10.00 A.M. 12.00 P.M. 2.00 P.M. 4.00 P.M. 6.00 P.M. 8.00 P.M. 10.00 P.M. 12.00 P.M. 2.00 P.M. 4.00 P.M.

Leaves Kowloon 10.10 A.M. 12.10 P.M. 2.10 P.M. 4.10 P.M. 6.10 P.M. 8.10 P.M. 10.10 P.M. 12.10 P.M. 2.10 P.M. 4.10 P.M.

Leaves Kowloon 10.20 A.M. 12.20 P.M. 2.20 P.M. 4.20 P.M. 6.20 P.M. 8.20 P.M. 10.20 P.M. 12.20 P.M. 2.20 P.M. 4.20 P.M.

Leaves Kowloon 10.30 A.M. 12.30 P.M. 2.30 P.M. 4.30 P.M. 6.30 P.M. 8.30 P.M. 10.30 P.M. 12.30 P.M. 2.30 P.M. 4.30 P.M.

Leaves Kowloon 10.40 A.M. 12.40 P.M. 2.40 P.M. 4.40 P.M. 6.40 P.M. 8.40 P.M. 10.40 P.M. 12.40 P.M. 2.40 P.M. 4.40 P.M.

Leaves Kowloon 10.50 A.M. 12.50 P.M. 2.50 P.M. 4.50 P.M. 6.50 P.M. 8.50 P.M. 10.50 P.M. 12.50 P.M. 2.50 P.M. 4.50 P.M.

Leaves Kowloon 11.00 A.M. 1.00 P.M. 3.00 P.M. 5.00 P.M. 7.00 P.M. 9.00 P.M. 11.00 P.M. 1.00 P.M. 3.00 P.M.

Leaves Kowloon 11.10 A.M. 1.10 P.M. 3.10 P.M. 5.10 P.M. 7.10 P.M. 9.10 P.M. 11.10 P.M. 1.10 P.M. 3.10 P.M.

Leaves Kowloon 11.20 A.M. 1.20 P.M. 3.20 P.M. 5.20 P.M. 7.20 P.M. 9.20 P.M. 11.20 P.M. 1.20 P.M. 3.20 P.M.

Leaves Kowloon 11.30 A.M. 1.30 P.M. 3.30 P.M. 5.30 P.M. 7.30 P.M. 9.30 P.M. 11.30 P.M. 1.30 P.M. 3.30 P.M.

Leaves Kowloon 11.40 A.M. 1.40 P.M. 3.40 P.M. 5.40 P.M. 7.40 P.M. 9.40 P.M. 11.40 P.M. 1.40 P.M. 3.40 P.M.

Leaves Kowloon 11.50 A.M. 1.50 P.M. 3.50 P.M. 5.50 P.M. 7.50 P.M. 9.50 P.M. 11.50 P.M. 1.50 P.M. 3.50 P.M.

Leaves Kowloon 12.00 P.M. 2.00 P.M. 4.00 P.M. 6.00 P.M. 8.00 P.M. 10.00 P.M. 12.00 P.M. 2.00 P.M. 4.00 P.M.

Leaves Kowloon 12.10 P.M. 2.10 P.M. 4.10 P.M. 6.10 P.M. 8.10 P.M. 10.10 P.M. 12.10 P.M. 2.10 P.M. 4.10 P.M.

Leaves Kowloon 12.20 P.M. 2.20 P.M. 4.20 P.M. 6.20 P.M. 8.20 P.M. 10.20 P.M. 12.20 P.M. 2.20 P.M. 4.20 P.M.

Leaves Kowloon 12.30 P.M. 2.30 P.M. 4.30 P.M. 6.30 P.M. 8.30 P.M. 10.30 P.M. 12.30 P.M. 2.30 P.M. 4.30 P.M.

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Leaves Kowloon 12.50 P.M. 2.50 P.M. 4.50 P.M. 6.50 P.M. 8.50 P.M. 10.50 P.M. 12.50 P.M. 2.50 P.M. 4.50 P.M.

## INSURANCES.

## FIRE INSURANCE COMPANY OF 1877.

## IN HAMBURG.

THE Underigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

FUSTAU & Co., Agents.

Hongkong, 18th January, 1884.

## CALLEDONIAN FIRE AND LIFE INSURANCE COMPANY.

## ESTABLISHED 1805.

THE Underigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNOLD, KARBURG & Co., Agents.

Hongkong, January, 1882.

## PHENIX FIRE OFFICE.

The Underigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DUQUESNE, LAFITTE & Co., Agents.

Hongkong, 17th January, 1887.

## GERMAN MARINE INSURANCE COMPANY OF BERLIN.

THE Underigned having been appointed Agents for the above Company are prepared to GRANT POLICIES OF MARINE RISKS to all parts of the World.

MEYER & Co., Agents.

Hongkong, 23rd January, 1888.

## QUEEN OF THE SOUTH ISLANDS FIRE AND MARINE INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, 16th July, 1887.

## THE LONDON ASSURANCE COMPANY INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE Underigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIPAY, WISE & Co., Agents.

Hongkong, 26th July, 1872.

## THE LATEST ADVANCE IN LIFE INSURANCE.

THE NEW YORK LIFE INSURANCE COMPANY'S 5 YEAR DIVIDEND POLICY.

THIS Policy secures to the insured the option of terminating his Insurance at the end of any 5 Year period, and receiving for his Policy a cash surrender value together with his share of accumulated surplus apportioned to him as a dividend on the full amount of the Policy will be paid immediately on proof of death, together with a Mortality Dividend of 50 per cent. of all premiums received during the 5 Year period in which death may happen.

Prospectus and full particulars may be had on application to

BIRLEY DALRYMPLE & Co., Agents.

NEW YORK LIFE INSURANCE CO., Hongkong, 13th January, 1888.

## GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Underigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

FUSTAU & Co., Agents.

Hongkong, 1st April, 1885.

## IMPERIAL FIRE INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of \$50,000 on any one FIRST-CLASS RISK at Current Rates.

GIBB, LIVINGSTON & Co., Agents.

Imperial Fire Insurance Company, Hongkong, 9th May, 1881.

## NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Underigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$50,000, on first-class risks at current rates.

MEYER & Co., Agents.

Hongkong, 27th March, 1876.

## THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (Subscribed), \$1,000,000.

BOARD OF DIRECTORS.

LUM SIN SANG, Esq., Chairman.

HAN HUP, Esq., Vice Chairman.

CHAI LING, Esq., Secretary.

CHAI LING, Esq., Secretary.

CHAI LING, Esq., Secretary.

CHAI LING, Esq., Secretary.

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